

# SHORT RANGE TRANSIT PLAN



**Vine Transit**

---

**Napa Valley Transportation Authority**

# TABLE OF CONTENTS



Disclaimer Statement.....	1
Pre-Pandemic State of Service.....	2
Pre-pandemic bus routes in the City of Napa.....	3
Pre-pandemic regional, express, and commuter routes.....	4
Pre-pandemic local shuttles and paratransit.....	5
Table 1: FY 18-19 service consumption statistics.....	6
Table 2: FY 18-19 service supplied statistics.....	6
Table 3: FY 18-19 routes by service typology.....	7
Table 4: NVTa Mobility Management Programs.....	8
COVID-19 Pandemic.....	9
Planning for Post-Pandemic Service.....	10
Reduced service scenario.....	10
Baseline service scenario.....	11
Growth service scenario.....	12
Current State of Service.....	14
Table 5: Current routes by typology.....	14
Table 6: Current levels of service in the City of Napa.....	15
Table 7: Service levels of City of On-Demand vs Fixed Route Service.....	17
Table 8: Current regional and express levels of service .....	18
Table 9: Current levels of service for local shuttles.....	19
Table 10: NVTa's Current Mobility Management Programs.....	21
Scenario Planning Concepts.....	22
Scenario 1.....	22
Scenario 2.....	24
Scenario 3.....	27
Appendix A.....	28

## Disclaimer Statement

The preparation of this report has been funded in part by a grant from the U.S. Department of Transportation (DOT) through section 5303 of the Federal Transit Act. The contents of this Short Range Transit Plan reflect the views of the Napa Valley Transportation Authority (NVTa), and not necessarily those of the Federal Transit Administration (FTA) or the Metropolitan Transportation Commission (MTC). NVTa is solely responsible for the accuracy of the information presented in this Short Range Transit Plan.

# PRE-PANDEMIC STATE OF SERVICE (FY 18-19)

The Napa Valley Transportation Authority (NVRTA) provides fixed route service in the City of Napa, intercity and county express service, on-demand shuttles, complementary ADA paratransit and multiple mobility management programs. Each service falls under the Vine family of services, however, each has its own name to allow the communities of Napa to retain their unique identities. NVRTA's third party contractor, Transdev, operates all services.

During Fiscal Year 2018 – 2019 (July 1, 2018 – June 30, 2019), Vine Transit operated services listed on pages 2-4.



Field trip-bound students from Napa's Harvest Middle School board a bus at the Soscol Gateway Transit Center.



# PRE-PANDEMIC STATE OF SERVICE (FY 18-19)

## Pre-pandemic Routes: City of Napa

Cost to Ride (Fare): Adult \$1.60 | Youth \$1.10 | Half\* \$0.80

Route Name	Description	Hours of Service		Headways
Route 1	Out and back route that operated from the Soscol Gateway Transit Center to the West Neighborhood of Browns Valley	Monday – Saturday: 7:05am – 6:10pm Sunday: No Service		45 minutes
Route 2	Loop that operated from the Soscol Gateway Transit Center to the Premium Outlets, Laurel and Old Sonoma	Monday – Friday: 6:45am – 7:20pm Saturday: 6:55am – 6:00pm Sunday: No service		30 minutes
Route 3	Loop that operated from the Soscol Gateway Transit Center to Foster, the South Napa Marketplace and Coombs	Monday – Friday: 6:30am – 6:35pm Saturday: 7:00am – 6:05am Sunday: No service		30 minutes
Route 4	Loop that operated from the Soscol Gateway Transit Center to Shetler, Shurtleff, and the South Napa Marketplace	Monday – Friday: 6:20am – 6:20pm Saturday: 7:00am – 6:00pm Sunday: No service		30 minutes
Route 5	Loop that operated from the Soscol Gateway Transit Center to East Ave, Main St, and Jefferson	Monday – Friday: 6:30am – 6:35pm Saturday: 7:00am – 5:20pm Sunday: No service		30 minutes
Route 6	Loop that operated from the Redwood Park & Ride to Sutherland Ave, Lincoln Ave, Main St, and Trancas St	Monday – Friday: 7:15am – 7:05pm Saturday: 7:15am – 6:20pm Sunday: No service		45 minutes
Route 7	Loop that operated from the Redwood Park & Ride to North Jefferson St, Claremont Way, and Trancas St	Monday – Friday: 7:00am – 5:30pm Saturday: 7:00am – 4:12pm Sunday: No service		40 minutes
Route 8	Out and back route that operated from the Soscol Gateway Transit Center to Jefferson St, Claremont Way, Trancas St, to the Redwood Park & Ride	<b>North</b> Monday – Friday: 7:05am – 7:30pm Saturday: 7:30am – 5:49pm Sunday: No service	<b>South</b> Monday – Friday: 6:30am – 6:55pm Saturday: 7:00am – 5:20pm Sunday: No service	30 minutes

# PRE-PANDEMIC STATE OF SERVICE (FY 18-19)

## Regional Service

Cost to Ride (Fare): Adult \$1.60 | Youth \$1.10 | \*Half \$0.80

\*Seniors (65+), disabled individuals, or Medicare Card holders

Route Name	Description	Hours of Service	Headways
Route 10	Up Valley Connector that operates from Calistoga to the Napa Valley College campus in the southern part of the City of Napa	Monday – Friday: 5:30am – 10:38pm Saturday: 7:04am – 8:50pm Sunday: 7:04am – 8:24pm	About 60 minutes
Route 11	Napa Vallejo connector that operates from the Redwood Park and Ride in northern Napa to the City of Vallejo serving the ferry terminal, the Vallejo Transit Center and Kaiser Vallejo.	Monday – Friday: 5:00am – 11:33pm Saturday: 8:20am – 9:49pm Sunday: 8:20am – 9:09pm	60 minutes

## Express / Commuter Service

Cost to Ride (Fare): \$3.00

Route Name	Description	Hours of Service	Headways
Route 10X	An overlay of Route 10 service, 10X provided a quicker connection for riders traveling from Napa to Calistoga and vice versa	Monday – Friday: Three trips in the morning, 5 in the afternoon/evening Saturday: No service Sunday: No service	N/A
Route 11X	An overlay of Route 11 service, 11X provides a quicker connection for riders traveling from Napa to the Vallejo Ferry Terminal and vice versa	Monday – Friday: Three trips in the morning, three trips in the evening Saturday: No service Sunday: No service	N/A
Route 21	Napa Solano Express, includes stops at the Soscol Gateway Transit Center, Napa Valley College, Fairfield Transit Center and the Suisun Train Depot	Monday – Friday: 6:30am – 7:35pm Saturday: No service Sunday: No service	60 minutes

## Express / Commuter Service

Cost to Ride (Fare): \$5.50

Route Name	Description	Hours of Service	Headways
Route 29	Napa BART Express, includes stops at the Redwood Park & Ride, Soscol Gateway Transit Center, American Canyon Park & Ride & the El Cerrito Del Norte BART Station	Monday – Friday: 8 trips in the morning; 7 trips in the afternoon/evening Saturday: No service Sunday: No service	30-60 minutes with a midday break

# PRE-PANDEMIC STATE OF SERVICE (FY 18-19)

## Local Shuttles (On Demand)

Cost to Ride (Fare): See Table Below



Route Name	Fare	Description	Hours of Service
St. Helena Shuttle	Adult: \$1.00 Youth (6-18): \$0.50 Senior/Disabled: \$0.50 Students: \$0.50	Up Valley Connector that operates from Calistoga to the Napa Valley College campus in the southern part of the City of Napa	Monday – Thursday: 7:45am-6:00pm Friday: 7:45am - 11:00pm Saturday: 10:00am - 11:00pm Sunday: 12:00pm - 7:00pm
Yountville Trolley	Free (subsidized by the Town of Yountville)	Napa Vallejo connector that operates from the Redwood Park and Ride in northern Napa to the City of Vallejo serving the ferry terminal, the Vallejo Transit Center and Kaiser Vallejo.	Monday – Saturday: 10am - 11pm Sunday: 10:00am – 7:00pm
Calistoga Shuttle	All Riders: \$1.00. Visitors staying at select participating hotels: Free	On-demand, door-to-door shuttle service within a specified service area. The service also makes trip to select outlying wineries and Bothe State Park	Monday - Thursday: 7:45am-6:00pm Friday: 7:45am - 11:00pm Saturday: 10:00am - 11:00pm Sunday (May - November): 11:00am - 9:00pm
American Canyon Transit	Adult: \$1.00 Youth (6-18): \$0.50 Senior/Disabled: \$0.50 Students: \$0.50	On-demand, door-to-door shuttle service within a specified service area. This service also operates limited fixed route service on weekdays – two trips in the morning and one in the evening	Monday – Friday: 6:00am – 5:00pm

## VineGo (Paratransit)

Cost to Ride (Fare): \$3.20 or \$6.40, depending on the length of the trip

Description	Hours of Service	Headways
Curb-to-curb paratransit service for Americans with Disabilities Act (ADA) certified individuals within ¾ of a mile of all Vine fixed-routes in Napa County and select destinations in Solano County	All the same service hours and days as fixed route service	N/A

# PRE-PANDEMIC STATE OF SERVICE

The eight circular routes in the City of Napa were deployed in a mix of bi-directional and small loop patterns ensuring that neighborhoods with high transit demand are within walking distance of fixed route with connections to lifeline destinations.

Overall service consumption and service supplied for Fiscal Year 2018-2019 can be found in Tables 1 and 2 below. NVRTA classifies its bus service into three types of service categories for National Transit Database (NTD) purposes. Those categories and routes are listed in Table 3 below. Motorbus experienced the highest ridership in Fiscal Year 2018-19, averaging 2,963 riders on weekdays, 1,577 riders on Saturdays and 614 riders on Sundays with an annual total of 864,352 riders. Demand Response service averaged 352 riders on weekdays, 195 on Saturdays and 88 on Sundays with an annual total of 103,701. Commuter Bus averaged 359 riders on weekdays with an annual total of 91,115.

Table 1: Fiscal Year 2018-2019 Service Consumption Statistics

Annual Unlinked Passenger Trips (UPT)	1,059,168
Annual Passenger Miles (PMT)	7,333,709
Average Weekday UPT	3,671
Average Saturday UPT	1,172
Average Sunday UPT	702

Table 2: Fiscal Year 2018-2019 Service Supplied Statistics

Annual Vehicle Revenue Miles (VRM)	1,739.491
Annual Vehicle Revenue Hours (VRH)	112,331
Vehicles Operated in Maximum Service (VOMS)	41
Vehicles Available for Maximum Service (VAMS)	65



# PRE-PANDEMIC STATE OF SERVICE

Table 3: Routes by Service Typology, Fiscal Year 2018-2019

Local	On Demand	Commuter	Regional
Route 1	Calistoga	Route 10X	Route 10
Route 2	St. Helena	Route 11X	Route 11
Route 3	Yountville	Route 21	
Route 4	American Canyon	Route 29	
Route 5			
Route 6			
Route 7			
Route 8			

During Fiscal Year 2018-19 and the first half of Fiscal Year 2019-20, the Napa Valley Transportation Authority made comprehensive changes to select routes. Over the previous five years, the agency had experienced overall ridership declines and received rider requests and feedback. In response to that, NVTa performed a Comprehensive Operational Analysis that identified where potential new riders live, shop, work, go to school and seek medical services. In April 2019, Routes 10X and 11X were introduced to provide faster connections Up Valley and to the Vallejo Ferry Terminal. In January 2020, the eight local routes in the City of Napa were rehailed. The routes, which were previously more circular, were changed to operate more direct “out and back” routes, which reduced the time it took for riders to get to their destinations. They also changed from a numeric label (Routes 1 – 8) to a letter label (Routes A – H). The new service structure also set the stage for increasing frequencies or reducing or cutting service if necessary. Unfortunately, these new changes only went into effect for approximately three months as the COVID-19 pandemic forced NVTa to discontinue multiple routes and levels of service.

# PRE-PANDEMIC STATE OF SERVICE

In addition to operating these transit routes in Fiscal Year 2018-2019, NVTA also provided multiple mobility management programs as highlighted in table 4 below:

Mobility Management Program	Description
Lifeline Taxi Program	Napa residents 65 and older, or ADA certified or disabled of any age may take a cab ride anywhere in the City of Napa and NVTA will pay up to half the cost of the cab ride. The average out of pocket cost for riders is \$4.00 per ride. Some program restrictions apply. Taxi service is available to participants 7 days a week, 24 hours a day. Twenty dollars' worth of taxi scrip costs participants ten dollars. Each book of scrip includes 20 tickets at a \$1.00 value per ticket. The local independent taxi companies of Napa County provide all rides under the program. Riders can use a maximum of twelve dollars in scrip per taxi ride.
Shared Vehicle Program	Non-profit organizations needing to transport their own senior and/or clients with disabilities to programs participate in the Shared Vehicle program. NVTA provides, insures, and maintains the vehicles in the program while the borrowing organization provides a driver and fuel.
Travel Training Program	NVTA retains a group of volunteers who are avid bus riders to train individuals on how to use transit. Trainers ride the bus with potential users and show them the ins and outs of the system. People who sign up for this program are given a free pass good for 31 days, ensuring ample time to familiarize themselves with the Vine system before they start using it on their own.

Table 4: NVTA's Mobility Management Programs

# COVID-19 PANDEMIC

In order to fully understand the current state of service, it's important to briefly highlight how the pandemic shaped all of Vine's services. The COVID-19 pandemic significantly altered NVRTA's Vine Transit operations in several ways. The first set of changes, which occurred in March and April 2020, include:

- Suspension of the City of Napa's eight local Routes (Routes A – H), and replacement with stop-to-stop on-demand service in the City of Napa
- Suspension of Vine's Express Routes (10X and 11X)
- Reduced service hours on Routes 10 and 11, and on local shuttles
- Suspension of fares, enhanced cleaning protocols, rear-door boarding, social distancing, requiring the use of face masks for both drivers and riders
- Operating auxiliary functions of the Emergency Operations Center (EOC)

NVRTA is an arm of the Napa County Emergency Operations Center (EOC) under the Operations – Transportation Branch. In March 2020, NVRTA was called to service in response to the emerging COVID-19 pandemic. Services provided by NVRTA under the EOC included:

- Meal deliveries to shelter occupants and isolation sites up to three times a day
- Transportation of Napa County's high risk congregate living clients in the Winter and South shelters to an isolation and quarantine site. The site was provided to protect the county's vulnerable population and to curb the spread of the virus.
- Delivering lunch to EOC staff at various EOC sites in the County of Napa
- Delivering food to vulnerable populations countywide in partnership with Community Organizations Activated in Disaster (COAD) and the food pantry
- Standby to move individuals who didn't have access to transportation or mobility needs to COVID-19 testing sites

These operations were ongoing until August 15, 2021 when Vine Transit returned to higher levels of service and Napa County EOC operations slowed down. NVRTA is prepared to step into the EOC for any future emergencies that warrant transportation coordination.



Vine Bus employees deliver meals to Napa County's vulnerable populations.

# PLANNING FOR POST-PANDEMIC SERVICE

When planning for the Vine Operations in Fiscal Year 2022-2023 and beyond, NVTa staff developed three different scenarios to make planning and financial assumptions and decisions. The assumption was that over time, operations would slowly, but gradually move from one scenario to another (i.e. from reduced to baseline and from baseline to growth).

## 1. Reduced Service

The reduced service would mean that the Vine would maintain a pandemic service level as shown in Figure 1. In the City of Napa, the local routes all remain on-demand with ten vehicles. Routes 10 and 11 operate on a Saturday schedule, which means no early morning or evening hours. There is no service on the Routes 10X and 11X serving commuters, but Routes 21 and 29 continue to operate. Finally, there is only one shuttle operating a limited set of hours in each jurisdiction.

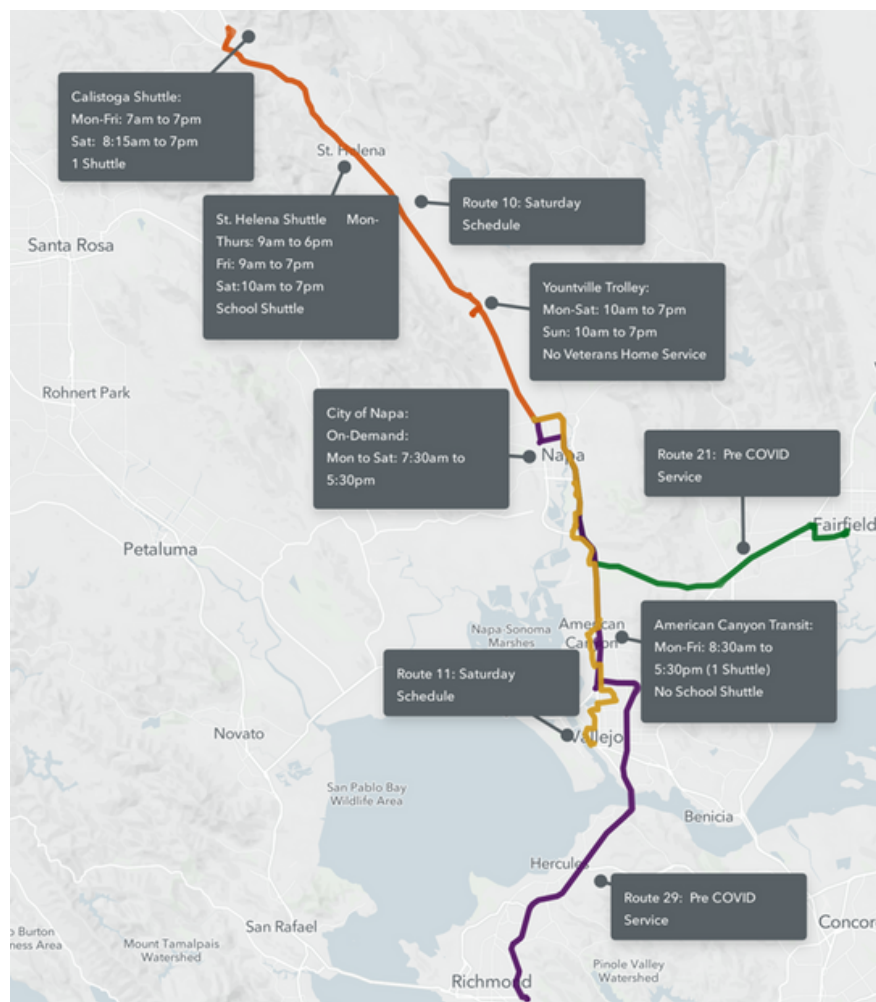


Figure 1: Reduced Service Scenario



# PLANNING FOR POST-PANDEMIC SERVICE

## 2. Baseline Service

The baseline service shows that the Vine would return to pre-pandemic levels of service on Routes 10 and 11 and operate a hybrid model of four fixed routes and stop-to-stop on demand service in the City of Napa as shown in Figure 2. In the City of Napa, there would be up to four fixed routes and the remaining areas would be on-demand. The 11X would be reinstated with 6 trips per day, but there would be no Route 10X. Routes 21 and 29 would continue to operate. Finally, the shuttles would operate at close to pre-pandemic levels.

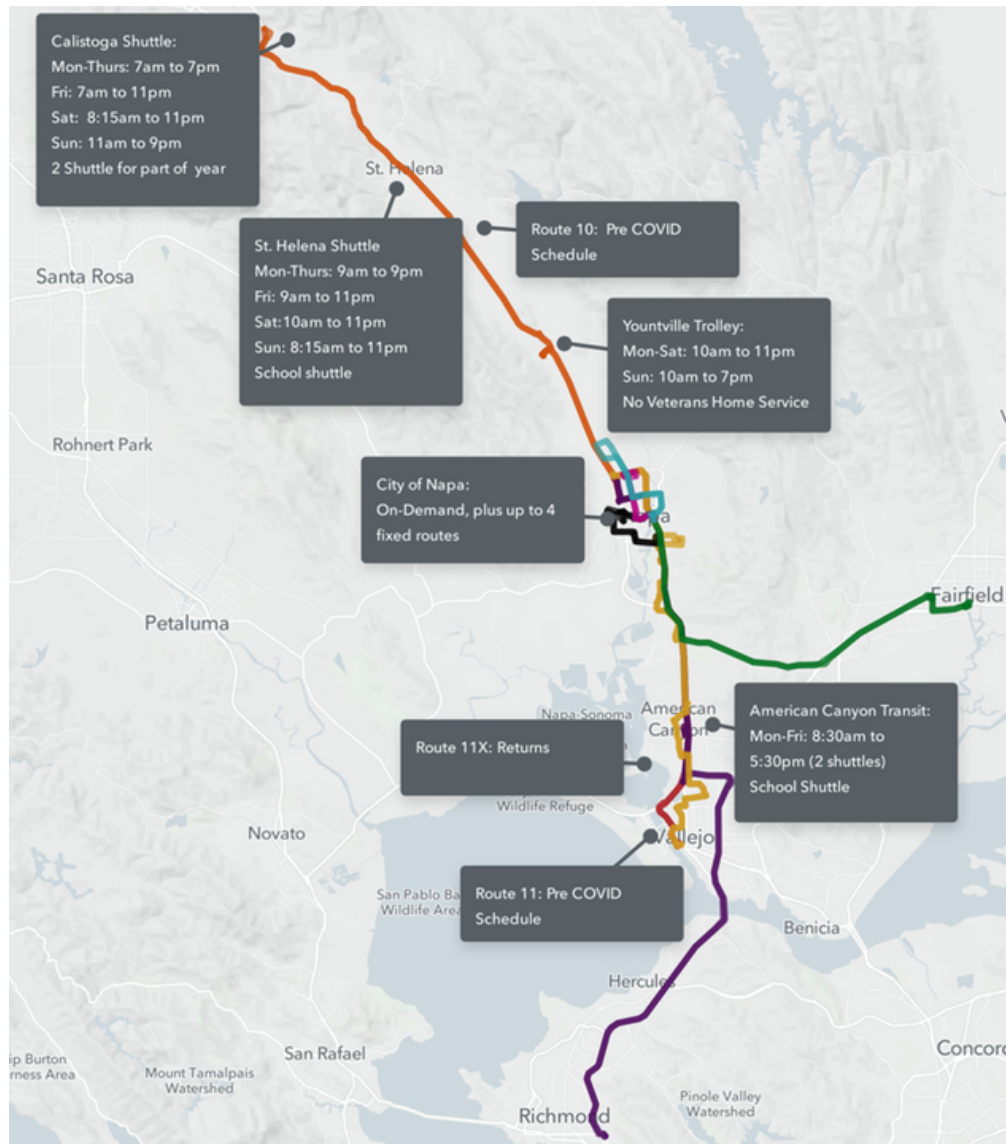


Figure 2: Baseline Service Scenario

# PLANNING FOR POST-PANDEMIC SERVICE

## 3. Growth

In Figure 3, the growth service level looks a lot like the baseline level of service, but in the outer years, it allows for new service. The local service in the City of Napa has more fixed routes (6 in total) than on-demand service. Routes 10 and 11 have two additional trips daily starting in FY 22/23 and then in FY 24/25, four additional trips per day. The Route 10X returns in FY 23/24. For Route 21 and Route 29, there is growth in the number of trips each weekday, and Route 29 starts Saturday service in FY 24/25. The details on the growth in the outer years are subject to change slightly as circumstances arise.

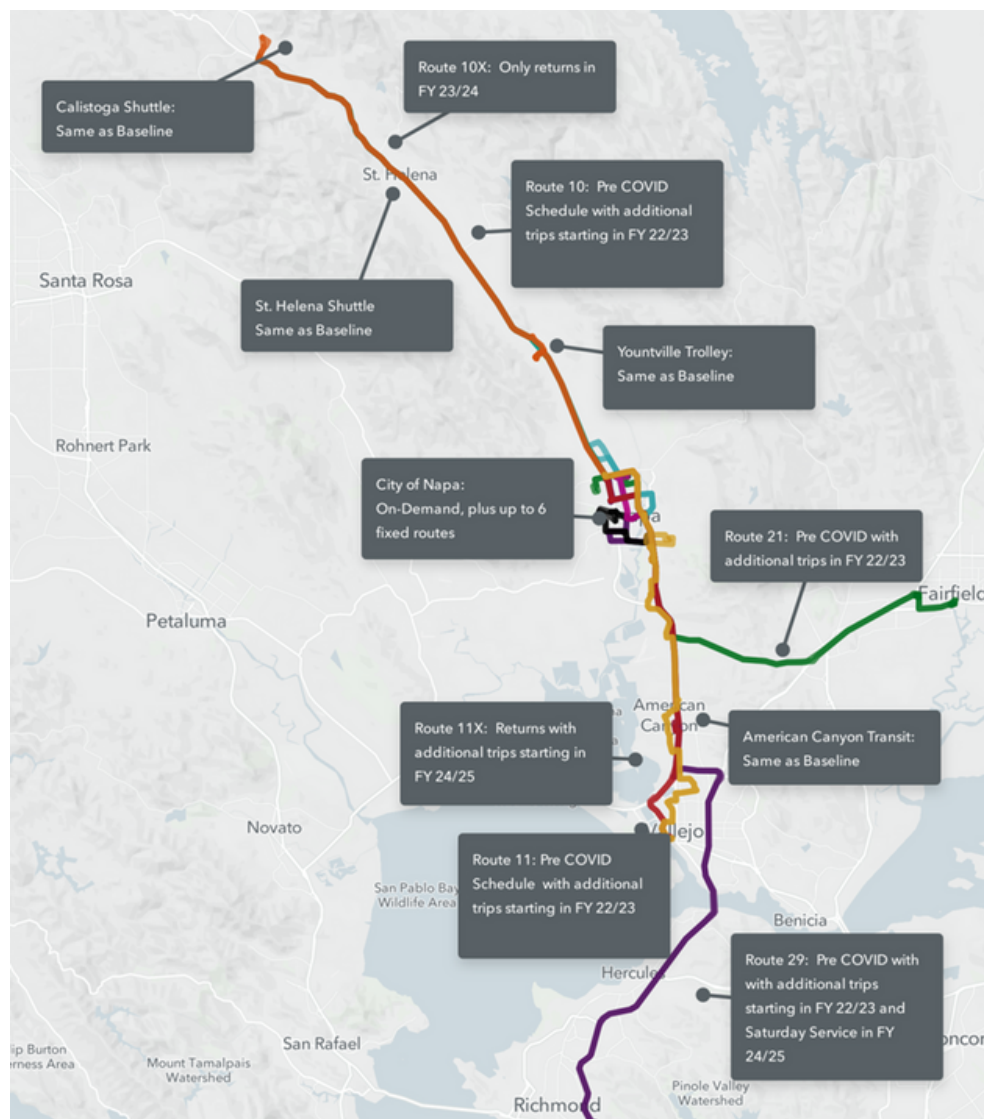


Figure 3: Growth Service Scenario

# PLANNING FOR POST-PANDEMIC SERVICE

The reduced service scenario reflects the Vine Transit service during the early phases of the pandemic in Fiscal Years 2019-2020 and 2020-2021. By Fiscal Year 2021-2022, service had moved into the baseline scenario. For Fiscal Year 2022-2023, the assumption is that there will be a slow but gradual movement into the growth scenario, although still not reaching pre-COVID service and ridership levels.

In regards to budgeting, it is also worth noting that NVRTA executed a new purchase transportation agreement with Transdev Services on January 1, 2022 for five (5) year plus 2, one-year optional extensions. The contract increases operating cost by an average of 4.5% per year.



A hot air balloon flies over Napa's Soscol Gateway Transit Center



# CURRENT SERVICE

In the City of Napa, Vine Transit is currently operating four fixed routes (N, S, E and W) along with the stop-to-stop on demand service. The current level of service for the fixed routes and on-demand service can be viewed on Table 4. Route E is currently (as of November 2022) operating four runs per day. It's worth noting that in its current service, Vine Transit is experiencing a shortage of drivers that is leading to unplanned missed trips. As of November 2022, Vine Transit needs ten more bus drivers to efficiently operate its planned service.

On-Demand	Local	Commuter	Regional
Calistoga	Route N	Route 11X	Route 10
St. Helena	Route S	Route 21	Route 11
Yountville	Route W	Route 29	
American Canyon	Route E		
City of Napa			

Table 5: Routes by Service Typology, Current (as of September 1, 2022)



BottleRock Concertgoers disembark local and regional Vine buses at the Soscol Gateway Transit Center



# CURRENT SERVICE



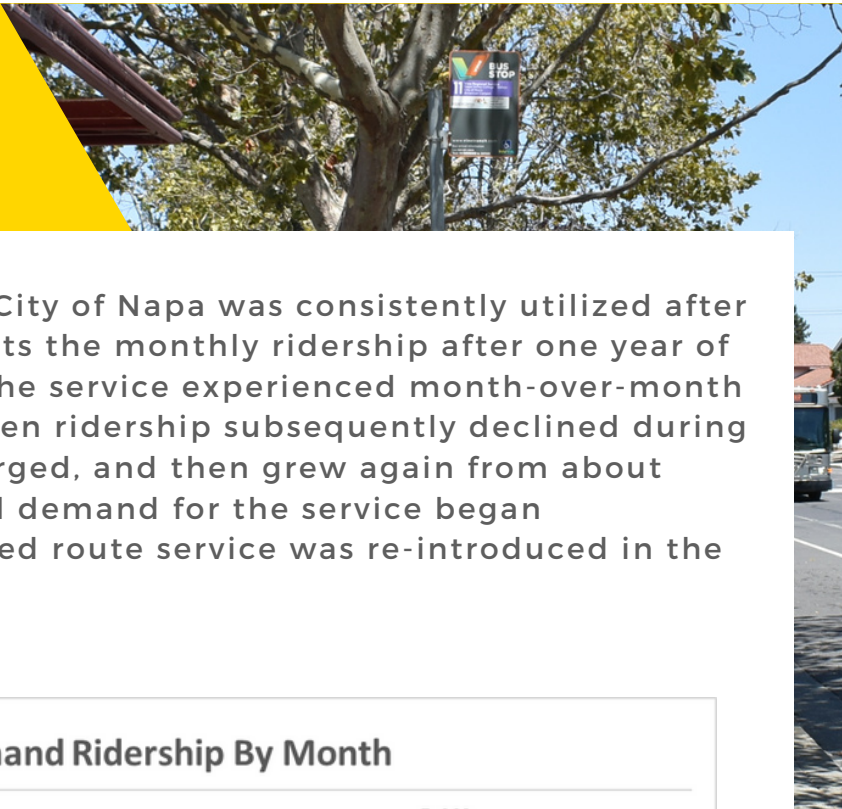
Route	Days Operated	Weekday Hours	Saturday Hours	Headways (Mon-Sat)	Sunday Hours
N	Mon-Sat	6:30am-6:24pm	7:30am-6:24pm	30 min.	N/A
S	Mon-Sat	6:00am-5:43pm	7:30am-5:42pm	45 min.	N/A
E	Mon-Fri	8:00am-8:57am 2:00pm-2:27pm 4:50pm - 5:17pm	N/A	N/A	N/A
W	Mon-Sat	6:00am-6:35am	7:30am-5:50pm	45 min.	N/A
On-Demand	Mon-Sat	7:00am-5:30pm	7:30am-5:30pm	N/A	N/A

**Table 6: Current Level of Service (as of November 2022) in the City of Napa**

As previously mentioned, the COVID-19 pandemic resulted in the suspension of the eight local routes (A-H) in April 2020. In response to the dwindling revenues and new unprecedented ridership patterns that were emerging during the early days of the pandemic, staff began exploring the opportunity to create a purely demand-responsive system utilizing NVTa's already existing on-demand technology vendor Transloc. After receiving board approval and meeting with members of the Transloc team, NVTa was able to create an exclusive stop-to-stop on demand bus system in the City of Napa Monday – Saturday from 7:30am to 5:30pm. This service began operating on April 27, 2020 at the same time that NVTa suspended the local routes (A-H). This new purely on-demand service provided riders with the flexibility to pick any two bus stops to travel between, even if they were previously part of two different local routes.

This new service was generally well-received by riders. Some had initial questions and needed some assistance in understanding how to book rides, how to schedule rides in advance, etc. In reviewing the customer complaints filed in NVTa's customer service software the first couple of months of operating the on-demand service, there were only a few complaints about long wait times or riders not getting picked up after requesting a ride. The most vocal group that preferred fixed route service instead of on-demand were residents of Rohlfs Manor, which is a large senior community located in northwestern Napa.

# CURRENT SERVICE



The exclusive on-demand service in the City of Napa was consistently utilized after a year of service. Figure one below depicts the monthly ridership after one year of service, from May 2020 until May 2021. The service experienced month-over-month growth from May 2020 - August 2020, then ridership subsequently declined during the Winter months as COVID-19 cases surged, and then grew again from about February 2021 - April 2021. Ridership and demand for the service began significantly declining in May 2021 as fixed route service was re-introduced in the City of Napa.

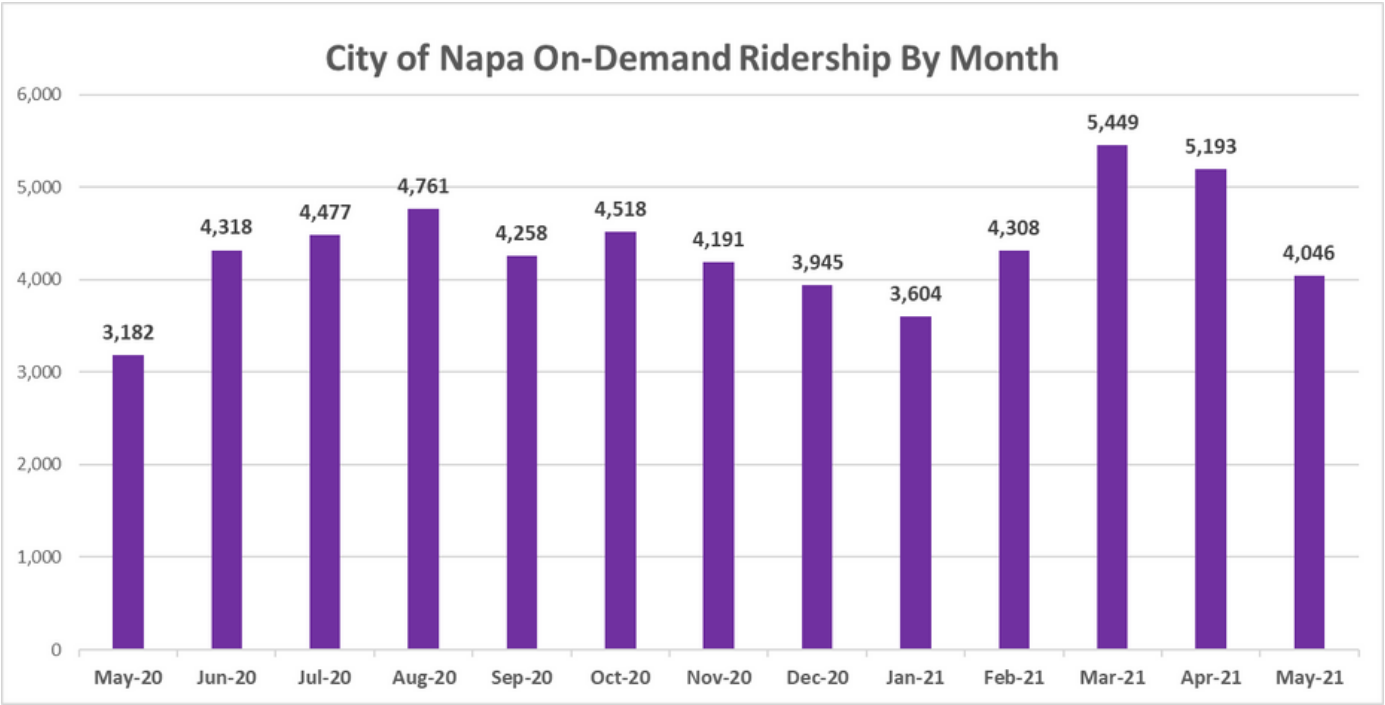
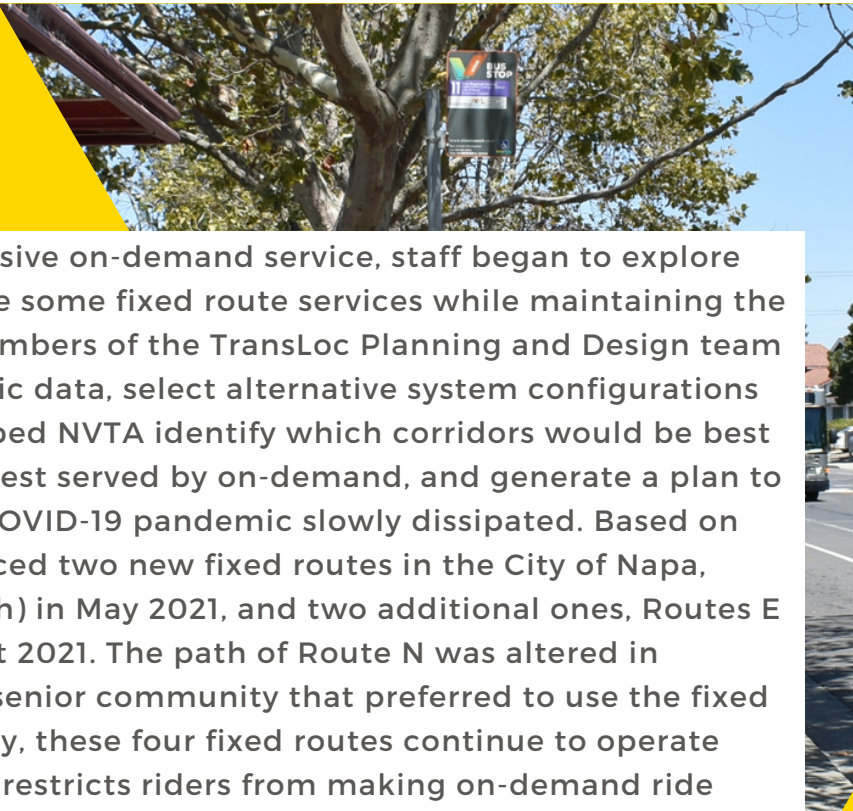


Figure 1: City of Napa's On-Demand Service Ridership After One Year of Operating

# CURRENT SERVICE



After about nine months of operating the exclusive on-demand service, staff began to explore the possibility of how to effectively re-introduce some fixed route services while maintaining the efficiency of on-demand service. Staff hired members of the TransLoc Planning and Design team to analyze historic transit data and demographic data, select alternative system configurations and simulate the alternatives. This analysis helped NVTA identify which corridors would be best served by fixed route service, which would be best served by on-demand, and generate a plan to navigate what the future may look like as the COVID-19 pandemic slowly dissipated. Based on the findings of TransLoc’s report, NVTA introduced two new fixed routes in the City of Napa, Routes N (short for North) and S (short for South) in May 2021, and two additional ones, Routes E (short for East) and W (short for West) in August 2021. The path of Route N was altered in November 2021 to serve Rohlffs Manor, a large senior community that preferred to use the fixed route system over the on-demand system. Today, these four fixed routes continue to operate alongside an on-demand system that currently restricts riders from making on-demand ride requests between two stops that are already served by fixed route. The goal is to ensure that a rider who does not have the option to take a fixed route bus can still request an on-demand ride within a reasonable wait time.

In order to help contextualize and illustrate how much on-demand service currently operates alongside fixed route in the City of Napa, table 7 compares the revenue vehicle hours, revenue vehicles miles, and ridership during Fiscal Year 2021-2022.

City of Napa - FY22			
Service Types	Revenue Vehicle Hours	Revenue Vehicle Miles	Ridership
On-Demand	11,867	113,367	26,294
Fixed Route	11,004	127,789	84,018

**Table 7: City of Napa's On-Demand Service vs Fixed Route Service in Fiscal Year 2021-2022**

# CURRENT SERVICE



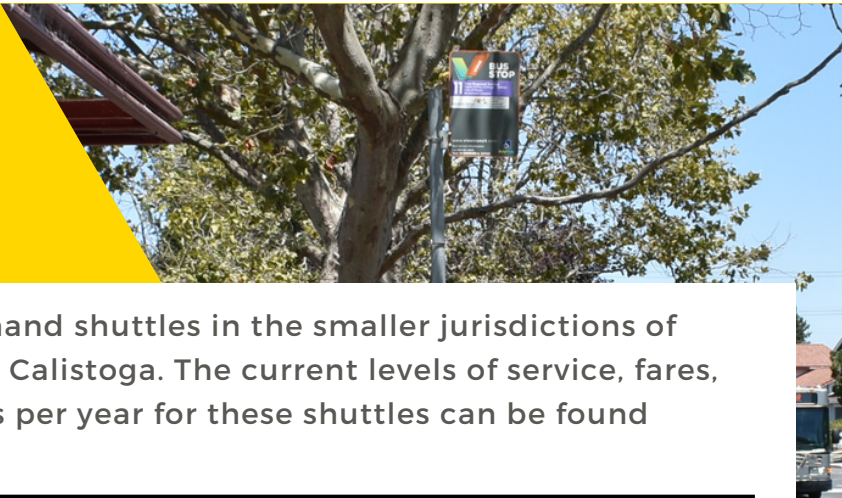
Vine is also currently operating two regional routes: 10, 11 and three commuter routes: 11X, 21 and 29. The current level of service for these routes can be found below on Table X. During the first half of Fiscal Year 2022-2023, Route 11X will be speeding up its run time by eliminating the Soscol Gateway Transit Center stop and replacing it with the new Imola Park & Ride stop. Traveling to and from the Soscol Gateway Transit Center requires buses to travel off of Highway 29 onto slower arterial streets. The Imola Park & Ride is immediately adjacent to Highway 29 and special bus-only lanes will allow for quicker ingress and egress from the Highway.

Route	Days Operated	Weekday Hours of Operation & Headways	Saturday Hours of Operation & Headways	Sunday Hours of Operation & Headways
10	Mon-Sun	5:25am-9:20pm 60 min headways	6:00am-8:36pm 60 min headways	6:00am-8:28pm 60 min headways
11	Mon-Sun	5:30am-9:23pm 60 min headways	7:00am-9:11pm 60 min headways	7:00am-9:11pm 60 min headways
11X	Mon-Fri	2 runs in the morning; 3 runs in the afternoon	N/A	N/A
21	Mon-Fri	5 runs in the morning; 6 runs in the afternoon	N/A	N/A
29	Mon-Fri	7 runs in the morning, 6 runs in the afternoon	N/A	N/A

**Table 8: Levels of Service (as of September 1, 2022)**



# CURRENT SERVICE



Vine operates wheelchair accessible on-demand shuttles in the smaller jurisdictions of American Canyon, Yountville, St. Helena and Calistoga. The current levels of service, fares, and biennial budget estimated service hours per year for these shuttles can be found below on Table 9.

On-Demand Shuttle	Days Operated	Service Hours	Fare	Biennial Budget Estimated Service Hours per Year
American Canyon Transit	Monday - Friday	Monday - Friday: 6:00am – 5:00pm	Adults: \$1.00 Youth (6-18): \$0.50 Senior & Disabled: \$0.50 Students: \$0.50	5,200
Yountville Bee Line	Monday - Sunday	Monday – Thursday: 10am – 7pm Friday – Saturday: 10am – 9pm Sunday: 10am – 7pm	Free – subsidized by the Town of Yountville	4,700
St. Helena Shuttle	Monday - Saturday	Monday – Thursday: 9am – 6pm Friday – Saturday: 10am – 7pm	Adults: \$1.00 Youth (6-18): \$0.50 Senior & Disabled: \$0.50 Students: \$0.50	4,300
Calistoga Shuttle	Monday - Sunday	Monday – Thursday: 7am – 7pm Friday: 7am – 9pm Saturday: 8:15am – 9pm Sunday: 11am – 9pm	\$1.00 one-way cash fare	5,400

Table 9: Current Levels of Service for local shuttles

# CURRENT SERVICE

During the school year bell times in the mornings and afternoons, American Canyon Transit and St. Helena shuttles operate on a fixed route to handle the higher volume of students riding to and from school.

In September 2022, the St. Helena Shuttle and Yountville Bee Line debuted brand-new 30 foot BYD electric buses to replace the older Yountville Trolley and St. Helena. The service area and hours of operation remained the same, however, the branding and tagline for the services were updated to “Make a Beeline to your destination” for Yountville and “Spread your Wings” for St. Helena.



Vine Go, which still operates as a curb-to-curb paratransit service for ADA certified individuals within  $\frac{3}{4}$  of a mile of all fixed routes in Napa County, experienced some of the most precipitous ridership declines throughout the COVID-19 pandemic. Fiscal Year 2021-2022 ridership was approximately 74% lower than Fiscal Year 2018-2019 (Pre-COVID) ridership. The slow growth of the service is reflected in the Biennial Budget for Fiscal Years 2022-2023 and 2023-2024. However, as of the fourth quarter of Fiscal Year 2021-2022, Vine Go ridership has rapidly increased as adult day programs at places such as Collabria Care and the Senior Center have re-opened to the public. Subsequently, staff has seen an influx of new applicants and re-certifications for riders utilizing the service again for the first time since the onset of the COVID-19 pandemic. Ridership has not yet returned to pre-pandemic levels, but it is currently trending in that direction.



A Transdev driver for NVTA's VineGO service arrives at the Soscol Gateway Transit Center.

# CURRENT SERVICE

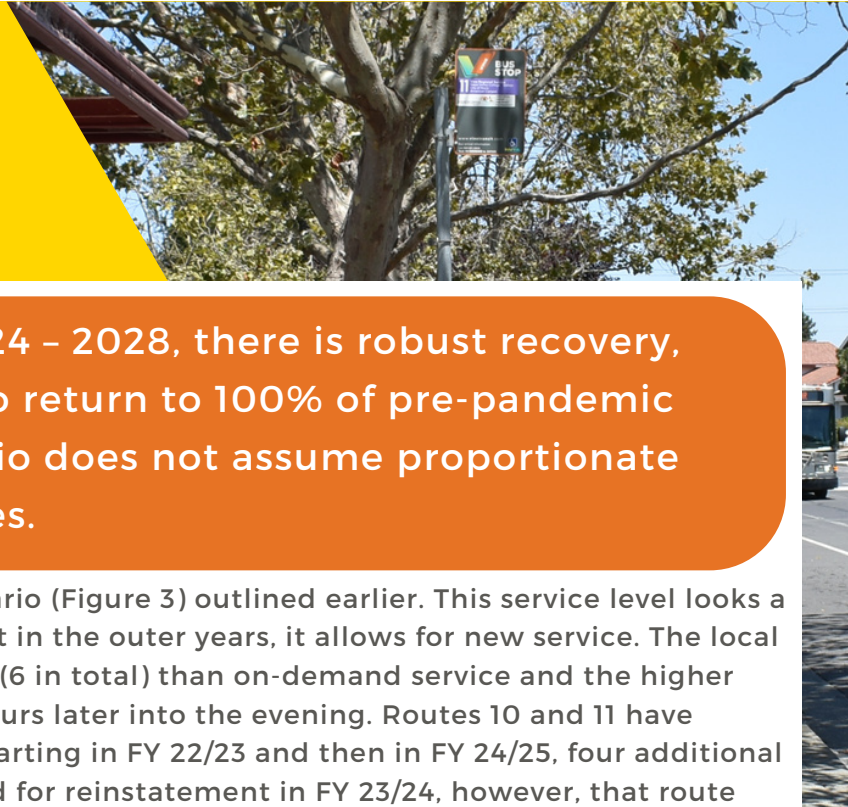
NVTA continues to operate the same Mobility Management programs as highlighted earlier, although their utilization rates declined during the pandemic and the demand has not yet returned to pre-COVID levels. The Travel Training Program has experienced the most precipitous decline in demand since the onset of the COVID-19 pandemic. Because Vine service has been required to be flexible and alter its services throughout the previous three years to meet the shifting demand during the pandemic and the ability to meet in person is limited, NVTA staff has not yet had the opportunity to re-train its group of volunteers that provide the travel training. Instead, when NVTA receives the occasional one-off Travel Training request the rider will receive their training directly from NVTA’s transit staff.

Mobility Management Program	Description
Lifeline Taxi Program	Napa residents 65 and older, or ADA certified or disabled of any age may take a cab ride anywhere in the City of Napa and NVTA will pay up to half the cost of the cab ride. The average out of pocket cost for riders is \$4.00 per ride. Some program restrictions apply. Taxi service is available to participants 7 days a week, 24 hours a day. Twenty dollars’ worth of taxi scrip costs participants ten dollars. Each book of scrip includes 20 tickets at a \$1.00 value per ticket. The local independent taxi companies of Napa County provide all rides under the program. Riders can use a maximum of twelve dollars in scrip per taxi ride.
Shared Vehicle Program	Non-profit organizations needing to transport their own senior and/or clients with disabilities to programs participate in the Shared Vehicle program. NVTA provides, insures, and maintains the vehicles in the program while the borrowing organization provides a driver and fuel.
Travel Training Program	NVTA retains a group of volunteers who are avid bus riders to train individuals on how to use transit. Trainers ride the bus with potential users and show them the ins and outs of the system. People who sign up for this program are given a free pass good for 31 days, ensuring ample time to familiarize themselves with the Vine system before they start using it on their own.

Table 10: Current Mobility Management Programs



# SCENARIO PLANNING CONCEPTS



**Scenario 1: During Fiscal Years 2024 – 2028, there is robust recovery, which entails adequate funding to return to 100% of pre-pandemic levels with escalation. This scenario does not assume proportionate recovery across all revenue services.**

Scenario 1 would mirror the growth service scenario (Figure 3) outlined earlier. This service level looks a lot like the baseline level of service (Figure 2), but in the outer years, it allows for new service. The local service in the City of Napa has more fixed routes (6 in total) than on-demand service and the higher ridership routes would extend their operating hours later into the evening. Routes 10 and 11 have improved amenities, two additional trips daily starting in FY 22/23 and then in FY 24/25, four additional trips per day. The Route 10X would be considered for reinstatement in FY 23/24, however, that route contains significant deadhead hours and miles, so staff would weigh returning that with adding more Route 10 trips being the preference. For Route 21 and Route 29, there is growth in the number of trips each weekday, and Route 29 starts Saturday service in FY 24/25 and later operating service hours to accommodate riders traveling to or from the Oakland or San Francisco Airports via the BART system. Beyond FY 24/25, if funding levels and staffing allowed for it, staff will restore and extend the former Commuter Bus Route 25. Route 25 would serve the Soscov Gateway Transit on the Eastern end of the Route and the Petaluma Downtown Sonoma-Marin Area Rail Transit (SMART) station on the Western end of the route with stops in the middle at the newly renovated Imola Park and Ride and somewhere in Sonoma. The previous Route 25 was about 14 miles shorter with trips from the Soscov Gateway Transit Center to the City of Sonoma. This potential extended Route 25 was identified in NVTA's 2017 Express Bus Study (Vine Express Bus Study, ES-27) as an opportunity to expand regional connectivity and transit integration.

The top three factors that would inform these decisions or trigger potential service changes are:

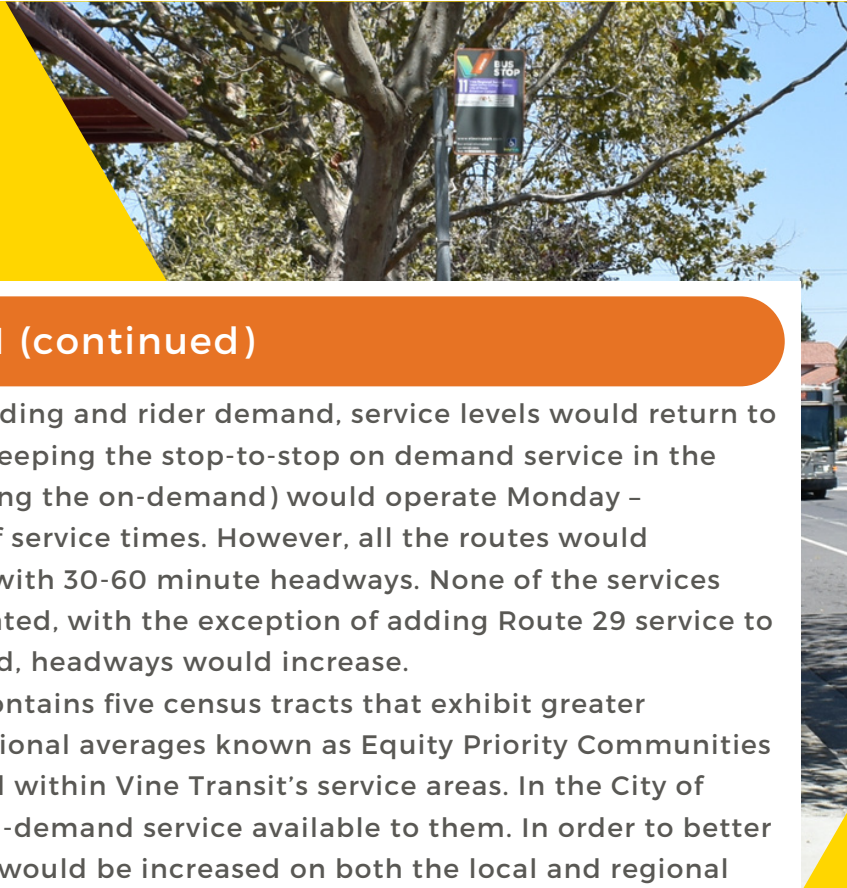
1. Funding levels
2. Staffing levels
3. Rider demand/travel patterns

Funding levels are critical to any decisions to enhance or decrease service. In this scenario, funding levels allow Vine Transit to mostly return to its January 2020 schedule with escalation and with the exception that the local City of Napa routes would be built upon the existing service as opposed to reinstating the previous Routes A-H. The January 2020 schedule was a robust schedule change that entailed a major overhaul and comprehensive operational analysis known as Vine Vision. In order for Vine Transit to return to this level of service, the shortage of bus drivers would need to be addressed. According to the American Bus Association, the number of motorcoach drivers fell an estimated 62% between February 2020 and December 2021[1]. As of September 2022, Vine Transit is operating its baseline level of service and is experiencing unprecedentedly high volumes of missed trips due to a shortage of drivers (currently at 10). Even if there was adequate funding and high demand, staff would not be able to make any adjustments to service that would result in needing any additional drivers.

[1] <https://www.masstransitmag.com/bus/news/21264691/us-residents-left-behind-as-pandemic-hurts-bus-companies>



# SCENARIO PLANNING CONCEPTS



## Scenario 1 (continued)

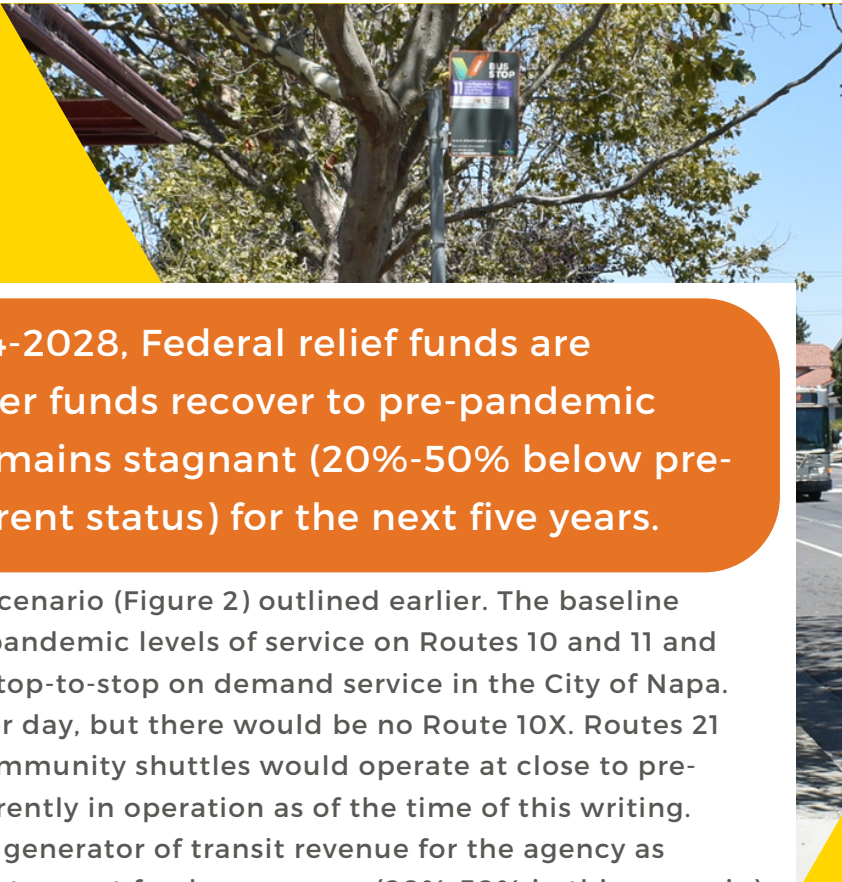
Assuming there are enough drivers, adequate funding and rider demand, service levels would return to the January 2020 schedule with the addition of keeping the stop-to-stop on demand service in the City of Napa. All City of Napa local routes (including the on-demand) would operate Monday – Saturday each with its own exact start and end of service times. However, all the routes would generally be operating around 7:00am – 6:00pm with 30-60 minute headways. None of the services would change by mode, geography, or days operated, with the exception of adding Route 29 service to BART on weekends. If any reductions were needed, headways would increase.

According to Plan Bay Area 2050, Napa County contains five census tracts that exhibit greater concentrations of disadvantaged factors than regional averages known as Equity Priority Communities (EPCs). All of the EPCs in Napa County are located within Vine Transit's service areas. In the City of Napa, all of the EPCs have either fixed route or on-demand service available to them. In order to better serve EPCs in this planning scenario, frequencies would be increased on both the local and regional routes to provide additional connections throughout Napa County and to the Vallejo Ferry, Capital Corridor and El Cerrito Del Norte BART station. The northernmost City in Napa County, Calistoga, is also identified as an EPC. Vine Transit operates the Calistoga Shuttle, which is an on-demand service within city limits and select outlying wineries. In this planning scenario, the hours of operating would be extended to better serve those in need of making early or late-night trips.

NVTA's Full Time Equivalents (FTEs) would be unaffected in this planning scenario. NVTA's bus operations contractor, Transdev, began operating under a new contract as of January 1, 2022. The duration of the new contract is five years with two (2) one (1) year options. This would result in Transdev continuing to operate Vine Transit service until at least FY27, and as far out as FY29. The costs of operating service increase year over year in the contract, which would be in effect during this planning scenario. Since this scenario does not assume proportionate recovery across all revenue sources, staff would need to ensure that the costs of the contract can be covered in the outer years.

In order to operate the higher levels of service in this scenario, NVTA would need to replace a number of its vehicles as opposed to just retiring them. Dozens of vehicles will reach their useful life by FY28 and NVTA has a goal stated in its Comprehensive Operations Analysis to have a spare ratio of 10% for each type of service (Commuter Bus, Motorbus and Demand Response). In this planning scenario, 11 buses are needed to operate service per hour from 7:00am – 5:00pm. Staff will continue to submit grant applications and seek all possible avenues to help fund the purchase of new vehicles. If funding for purchasing new buses is constrained, staff would consider purchasing more 30 foot buses, as opposed to 45 foot, to save on the cost. There is space at the new maintenance facility for a total of 72 buses NVTA's current fleet can be viewed in Appendix A of this document.

# SCENARIO PLANNING CONCEPTS



**Scenario 2: During Fiscal Years 2024-2028, Federal relief funds are eventually exhausted, although other funds recover to pre-pandemic levels. However, farebox revenue remains stagnant (20%-50% below pre-pandemic levels, depending on current status) for the next five years.**

This scenario would mirror the Baseline Service Scenario (Figure 2) outlined earlier. The baseline service shows that the Vine would return to pre-pandemic levels of service on Routes 10 and 11 and operate a hybrid model of four fixed routes and stop-to-stop on demand service in the City of Napa. The 11X would continue to operate with 6 trips per day, but there would be no Route 10X. Routes 21 and 29 would continue to operate. Finally, the community shuttles would operate at close to pre-pandemic service hour levels. This scenario is currently in operation as of the time of this writing. Farebox revenue has historically not been a large generator of transit revenue for the agency as depicted in Figures 1 and 2 below. Therefore, the stagnant farebox revenue (20%-50% in this scenario) would most likely not require any significant service reductions and would focus more on maintaining the status quo, optimizing on-time performance, maintain service area coverage, not adding trips or weekend service and focus on homing in weekday service between 6am – 6pm.

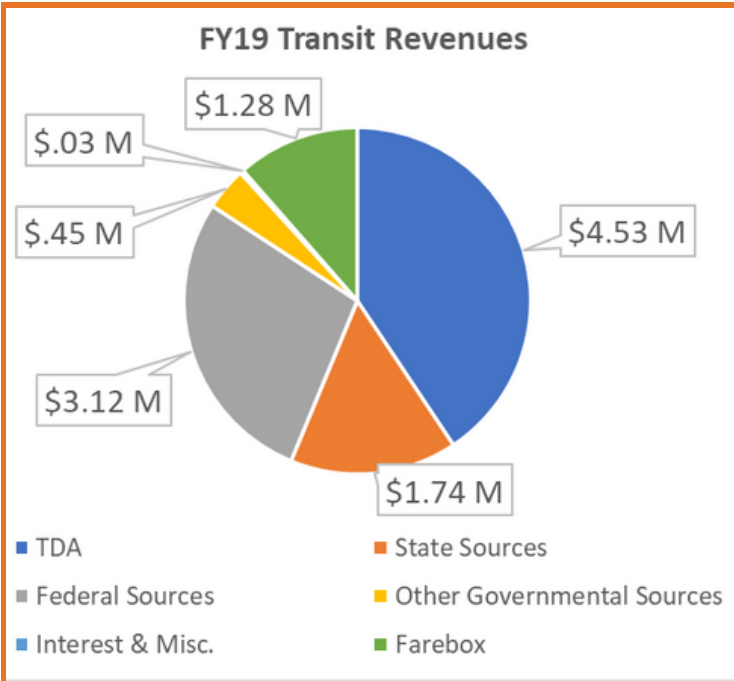


Figure 1: Pre-Pandemic Transit Revenues

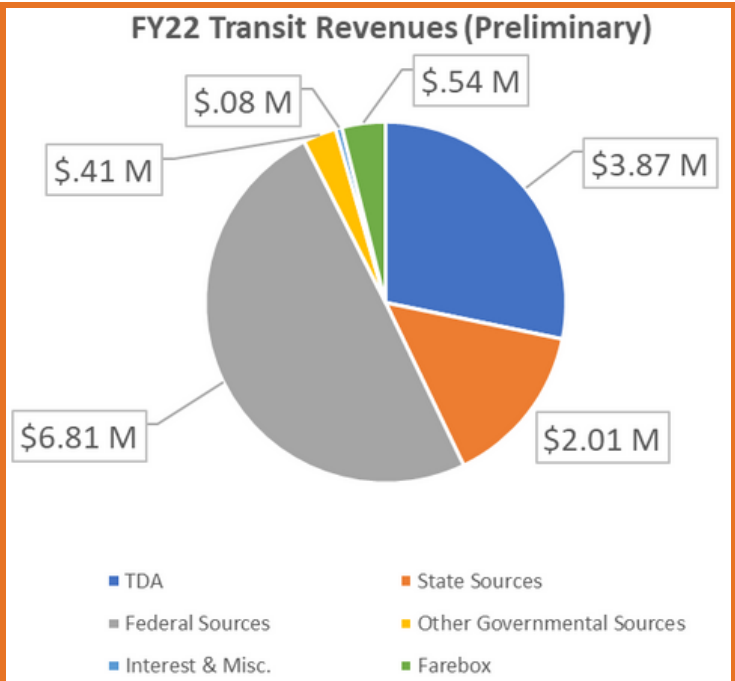
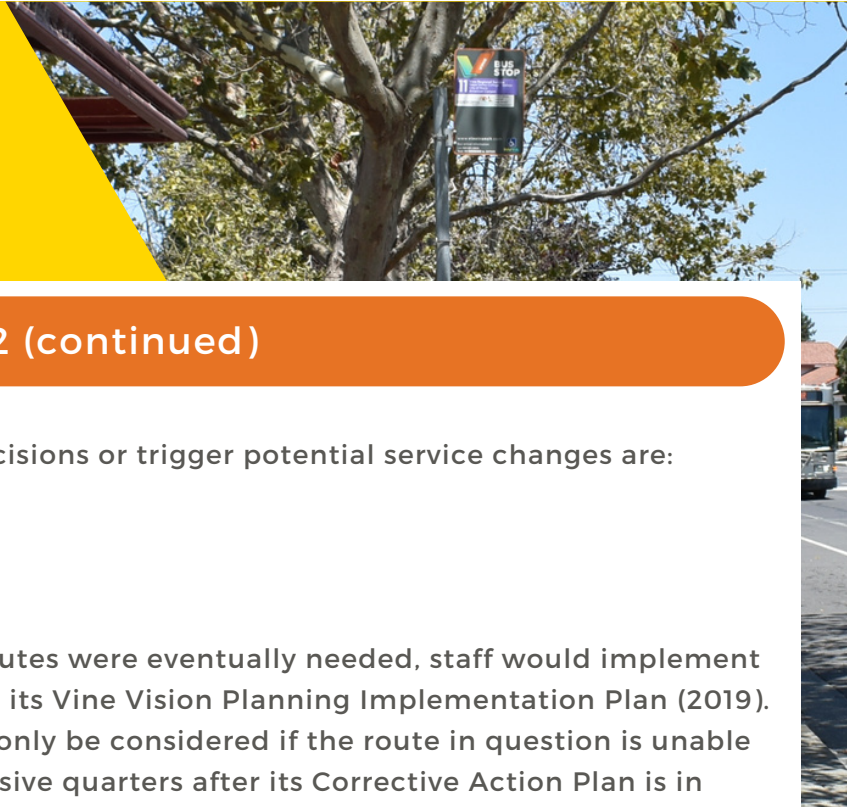


Figure 2: Post-Pandemic, FY22 Preliminary Transit Revenues

# SCENARIO PLANNING CONCEPTS



## Scenario 2 (continued)

The top three factors that would inform these decisions or trigger potential service changes are:

1. Funding levels
2. Staffing levels
3. Rider demand/travel patterns

If any service reductions or discontinuations of routes were eventually needed, staff would implement the thresholds and change process established in its Vine Vision Planning Implementation Plan (2019). The plan states: “Discontinuation (of a route) will only be considered if the route in question is unable to meet Average Performance in the three successive quarters after its Corrective Action Plan is in place. Before discontinuing, NVTa staff will analyze the effect the elimination will have on the surrounding population.”[1] The Corrective Action Plan referenced in the Plan consists of:

- Segment level analysis
- Pattern analysis
- Change in service levels
- Partnerships
- Targeted marketing
- Rider outreach

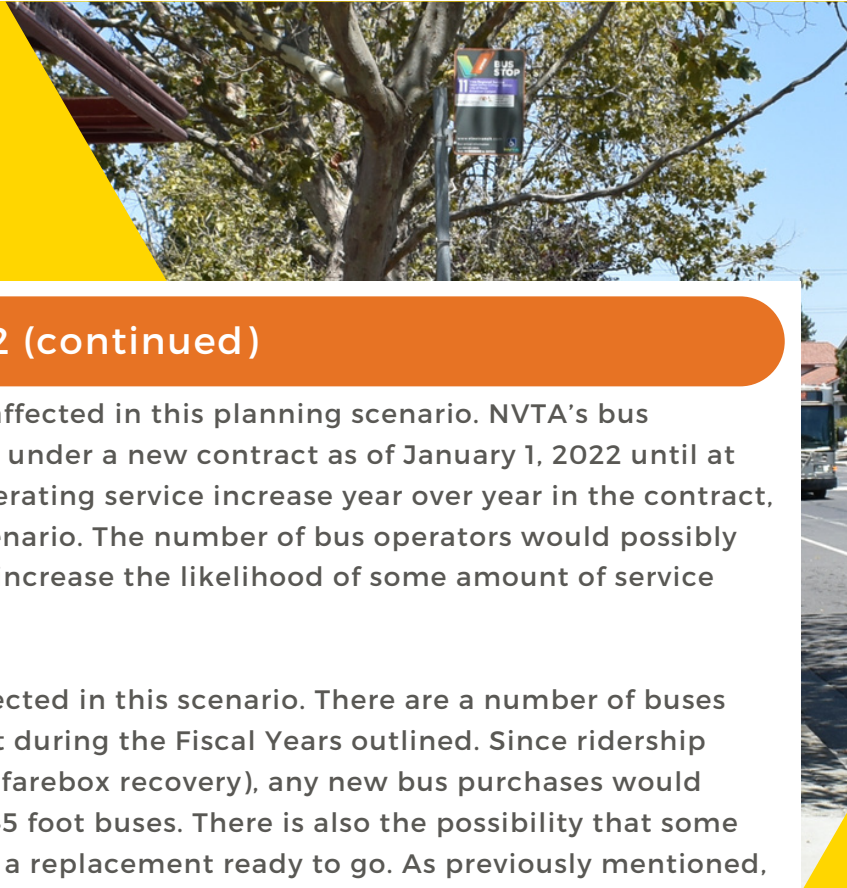
If any frequencies or route discontinuations were necessary, staff would also reference the reduced service scenario outlined earlier to help inform their decisions. Therefore, the service levels in this scenario could result in a level that falls between the reduced service scenario and the baseline service scenario. The services that would potentially be eliminated or reduced are:

- Route 11X
- Return to a Saturday/Sunday (weekend) operating schedule on Routes 10 & 11 seven days a week
- Eliminate the second American Canyon shuttle

The goal in this specific scenario where cuts would be warranted is to try to avoid cutting routes where possible, and instead focus on reducing frequencies.

[1] Vine Vision Phase I Implementation Plan, 2019

# SCENARIO PLANNING CONCEPTS



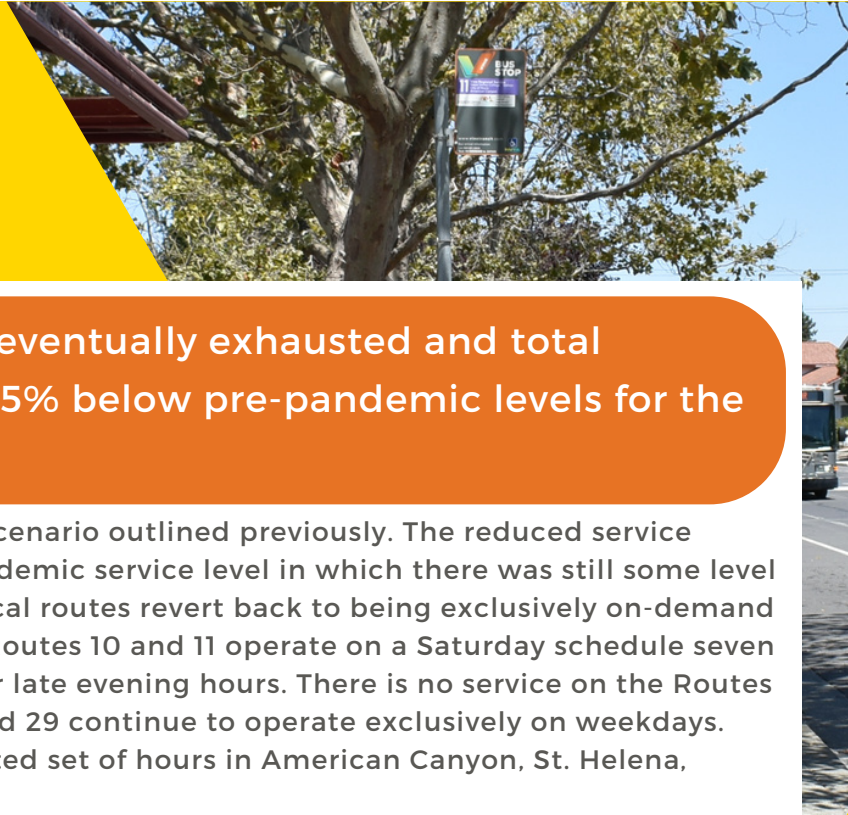
## Scenario 2 (continued)

NVTA's Full Time Equivalents (FTEs) would be unaffected in this planning scenario. NVTA's bus operations contractor, Transdev, began operating under a new contract as of January 1, 2022 until at least FY27, and as far out as FY29. The costs of operating service increase year over year in the contract, which would be in effect during this planning scenario. The number of bus operators would possibly remain low in this scenario, which would further increase the likelihood of some amount of service cuts being warranted.

Fleet requirements and spare ratios would be affected in this scenario. There are a number of buses that are gearing up for retirement or replacement during the Fiscal Years outlined. Since ridership levels are lower (given the 20%-50% reduction in farebox recovery), any new bus purchases would focus more on 30-foot buses, as opposed to 40 - 45 foot buses. There is also the possibility that some vehicles would need to be retired without having a replacement ready to go. As previously mentioned, NVTA has a goal stated in its Comprehensive Operations Analysis to have a spare ratio of 10% for each type of service (Commuter Bus, Motorbus and Demand Response). This spare ratio may be a challenge to maintain given the number of new buses NVTA needs. NVTA's current fleet can be viewed in Appendix A of this document.



# SCENARIO PLANNING CONCEPTS



**Scenario 3: Federal relief funds are eventually exhausted and total revenue available to the agency is 15% below pre-pandemic levels for the next five years.**

This scenario would mirror the reduced service scenario outlined previously. The reduced service would mean that the Vine would maintain a pandemic service level in which there was still some level of demand for service. In the City of Napa, the local routes revert back to being exclusively on-demand with ten vehicles operating Monday - Saturday. Routes 10 and 11 operate on a Saturday schedule seven days a week, which results in no early morning or late evening hours. There is no service on the Routes 10X and 11X serving commuters, but Routes 21 and 29 continue to operate exclusively on weekdays. Finally, there is only one shuttle operating a limited set of hours in American Canyon, St. Helena, Yountville, and Calistoga.

The top three factors that would inform these decisions or trigger potential service changes are:

- Funding levels
- Staffing levels
- Rider demand/travel patterns

One of the largest priorities and goals in this scenario is to ensure that Equity Priority Communities (EPC) still have access to transit service. In the City of Napa, the four EPCs identified in Plan Bay Area 2050 would still have access to the stop-to-stop on demand service, which they could use to either connect to a regional route or access their destinations within the City of Napa. Currently, Vine Transit operates a mix of on-demand and fixed-route service in the City of Napa. Since some stops are served by fixed route, there are limitations on which stops can be served by the on-demand service. In this scenario there would be no fixed routes in the City of Napa, therefore there would be no restrictions on which stops riders could request to go to and from. The fifth EPC identified in Plan Bay Area 2050 is located in Calistoga and that jurisdiction would still have one shuttle operating within city limits.

NVTA's Full Time Equivalents (FTEs) would be unaffected in this planning scenario. NVTA's bus operations contractor, Transdev, began operating under a new contract as of January 1, 2022. until at least FY27, and as far out as FY29. The costs of operating service increase year over year in the contract, which would be in effect during this planning scenario. The number of bus operators would possibly remain low in this scenario, which would further increase the likelihood of some amount of service cuts being warranted.

Given a lower number of vehicles operating in maximum service in this scenario, NVTA's spare ratio goal of 10% per service type would be easier to meet. A number of vehicles would still reach their useful life and a number of them would probably just be retired without being replaced. As previously mentioned, given limited funding a new bus purchases that would occur would most likely be 30 foot buses to save on costs and to more efficiently meet the lower ridership demand. NVTA's current fleet can be viewed in Appendix A of this document.

# APPENDIX A: VEHICLE LIST

Vine Transit Vehicles as of June 30, 2022

Vehicle	Bus ID	RVI ID	Year Built	New or Used?	Useful Life	Replace Year	Make/Model	Fuel Type	Fixed Route/Paratransit	Seated Capacity	Standing Capacity	Lifetime Mileage as of 6/30/22	Fuel Consumption	Mileage for Fiscal Year 7/1 to 6/30	Length
1	133	49437	2003	Used	1	2017	Gillig/Phantom	Diesel	FIXED RT	44-no lift	18	521,149	789	789	40'
2	134	49437	2003	Used	1	2017	Gillig/Phantom	Diesel	FIXED RT	44-no lift	18	503,073	1,561	1,561	40'
3	135	55193	2013	New	12	2025	El Dorado 40' Diesel	Diesel	FIXED RT	31 or 27+2	28	381,427	11,880	11,880	40'
4	136	55193	2013	New	12	2025	El Dorado 40' Diesel	Diesel	FIXED RT	31 or 27+2	28	539,961	9,164	9,164	40'
5	137	55193	2013	New	12	2025	El Dorado 40' Diesel	Diesel	FIXED RT	31 or 27+2	28	540,717	8,130	8,130	40'
6	138	55193	2013	New	12	2025	El Dorado 40' Diesel	Diesel	FIXED RT	31 or 27+2	28	535,304	13,256	13,256	40'
7	139	55192	2013	New	12	2025	El Dorado 35' Diesel	Diesel	FIXED RT	32 or 24+2	22	505,047	8,738	8,738	35'
8	140	55192	2013	New	12	2025	El Dorado 35' Diesel	Diesel	FIXED RT	32 or 24+2	22	520,716	8,489	8,489	35'
9	141	55192	2013	New	12	2025	El Dorado 35' Diesel	Diesel	FIXED RT	32 or 24+2	22	445,065	8,660	8,660	35'
10	142	55192	2013	New	12	2025	El Dorado 35' Diesel	Diesel	FIXED RT	32 or 24+2	22	467,764	7,933	7,933	35'
11	143	55192	2013	New	12	2025	El Dorado 35' Diesel	Diesel	FIXED RT	32 or 24+2	22	430,041	5,790	5,790	35'
12	144	55192	2013	New	12	2025	El Dorado 35' Diesel	Diesel	FIXED RT	32 or 24+2	22	455,299	7,572	7,572	35'
13	162	48095	2011	New	7	2018	Chevy ARBOC 28'	Unleaded	FIXED RT	21/2WC	8	247,561	1,005	1,005	26'
14	164	48095	2011	New	7	2018	Chevy ARBOC 28'	Unleaded	FIXED RT	21/2WC	8	183,177	1,295	1,295	26'
15	165	48095	2011	New	7	2019	Chevy ARBOC 28'	Unleaded	FIXED RT	21/2WC	8	253,131	2,851	2,851	26'
16	166	55191	2012	New	7	2019	Chevy ARBOC 28'	Unleaded	FIXED RT	21/2WC	8	176,775	1,783	1,783	26'
17	200	337694	2013	New	12	2025	El Dorado 35' CNG	CNG	FIXED RT	32 or 24+2	22	317,310	9,001	9,001	35'
18	201	337694	2013	New	12	2025	El Dorado 35' CNG	CNG	FIXED RT	32 or 24+2	22	320,781	6,273	6,273	35'
19	202	337694	2013	New	12	2025	El Dorado 35' CNG	CNG	FIXED RT	32 or 24+2	22	306,826	8,096	8,096	35'
20	203	337694	2013	New	12	2025	El Dorado 35' CNG	CNG	FIXED RT	32 or 24+2	22	288,322	6,338	6,338	35'
21	204	337694	2013	New	12	2025	El Dorado 35' CNG	CNG	FIXED RT	32 or 24+2	22	319,917	6,254	6,254	35'
22	250	354853	2016	New	12	2028	El Dorado 40'	Diesel	FIXED RT	36 or 30+2	22	363,147	7,586	7,586	40'
23	251	354853	2016	New	12	2028	El Dorado 40'	Diesel	FIXED RT	36 or 30+2	22	356,601	11,629	11,629	40'
24	252	354853	2016	New	12	2028	El Dorado 40'	Diesel	FIXED RT	36 or 30+2	22	389,150	10,211	10,211	40'
25	254	354853	2016	New	12	2028	El Dorado 40'	Diesel	FIXED RT	36 or 30+2	22	365,507	9,083	9,083	40'
26	255	354854	2016	New	12	2028	El Dorado 35'	Diesel	FIXED RT	29 or 23+2	22	359,659	11,669	11,669	35'
27	256	354854	2016	New	12	2028	El Dorado 35'	Diesel	FIXED RT	29 or 23+2	22	360,511	10,107	10,107	35'
28	257	380245	2016	New	12	2028	El Dorado 40'	Diesel	COMMUTER	31 or 27+2	28	335,148	11,634	11,634	40'
29	258	380245	2016	New	12	2028	El Dorado 40'	Diesel	COMMUTER	31 or 27+2	28	335,784	10,828	10,828	40'
30	259	383254	2021	Used	12	2028	El Dorado	Diesel	Fixed RT			--	-	-	40'
31	1702	383254	2002	Used	5	2024	Gillig/Phantom	Diesel	FIXED RT	31 or 27+2		715,244	2,550	2,550	40'
32	1703	383254	2002	Used	5	2024	Gillig/Phantom	Diesel	FIXED RT	31 or 27+2		845,474	7,569	7,569	40'
33	1704	383254	2002	Used	5	2024	Gillig/Phantom	Diesel	FIXED RT	31 or 27+2		724,585	6,684	6,684	40'
34	1705	383254	2002	Used	5	2024	Gillig/Phantom	Diesel	FIXED RT	31 or 27+2		730,000	7,932	7,932	40'
35	656		2020	New	7	2027	Glaval	Unleaded	Fixed Route/ Para	13 or 2+5		-	-	-	25'
36	657		2020	New	7	2027	Glaval	Unleaded	Fixed Route/ Para	13 or 2+5		-	-	-	25'
37	658		2020	New	7	2027	Glaval	Unleaded	Fixed Route/ Para	13 or 2+5		-	-	-	25'
38	659		2020	New	7	2027	Glaval	Unleaded	Fixed Route/ Para	13 or 2+5		-	-	-	25'
40	301		2021	New	12	2033	BYD	Electric				-	-	-	30'
41	302		2021	New	12	2033	BYD	Electric				-	-	-	30'
42	303		2021	New	12	2033	BYD	Electric				-	-	-	30'
43	304		2021	New	12	2033	BYD	Electric				-	-	-	30'
44	320		2022	On Order	12	2034	Proterra	Electric	FIXED RT			-	-	-	40'
45	321		2022	On Order	12	2034	Proterra	Electric	FIXED RT			-	-	-	40'
5339b			2024			2036	Proterra (1 of 8)	Electric	FIXED RT						40'
5339b			2024			2036	Proterra (2 of 8)	Electric	FIXED RT						40'
5339b			2024			2036	Proterra (3 of 8)	Electric	FIXED RT						40'
5339b			2024			2036	Proterra (4 of 8)	Electric	FIXED RT						40'
5339b			2024			2036	Proterra (5 of 8)	Electric	FIXED RT						40'
5339b			2024			2036	Proterra (6 of 8)	Electric	FIXED RT						40'
5339b			2024			2036	Proterra (7 of 8)	Electric	FIXED RT						40'
5339b			2024			2036	Proterra (8 of 8)	Electric	FIXED RT						40'



APPENDIX A: VEHICLE LIST

Vine Transit Vehicles as of June 30, 2022

Vehicle	Bus ID	RVI ID	Year Built	New or Used?	Useful Life	Replace Year	Make/Model	Fuel Type	Fixed Route/Paratransit	Seated Capacity	Standing Capacity	Lifetime Mileage as of 6/30/22	Fuel Consumption	Mileage for Fiscal Year 7/1 to 6/30	Length
Vine Go (ADA) Paratransit															
1	634	32335	2007	New	7	2014	Ford Econo	Unleaded	Paratransit	12 or 4+3		169,037	n/a	n/a	23'
2	635	32335	2007	New	7	2014	Ford Econo	Unleaded	Paratransit	12 or 4+3		185,235	n/a	n/a	23'
3	636	343560	2008	New	7	2015	FORD/STARCRAFT	Unleaded	Paratransit	12 or 4+3		206,205	2,513	2,513	23'
4	637	343560	2008	New	7	2015	FORD/STARCRAFT	Unleaded	Paratransit	12 or 4+3		110,638	n/a	n/a	23'
5	638	49266	2011	New	7	2018	FORD Aerotech	Unleaded	Paratransit	12 or 2+5		136,938	19	19	23'
6	639	49266	2011	New	7	2018	FORD Aerotech	Unleaded	Paratransit	12 or 2+5		188,855	3,274	3,274	23'
7	640	49266	2011	New	7	2018	FORD Aerotech	Unleaded	Paratransit	12 or 2+5		209,357	1,160	1,160	23'
8	646	49267	2012	New	7	2019	FORD Aerotech	Unleaded	Paratransit	12 or 2+5		200,599	2,235	2,235	23'
9	647	49267	2012	New	7	2019	FORD Aerotech	Unleaded	Paratransit	12 or 2+5		229,046	4,073	4,073	23'
10	648	328541	2014	New	7	2021	Ford Glaval	Unleaded	Paratransit	12 or 2+5		189,644	3,622	3,622	23'
11	649	328541	2014	New	7	2021	Ford Glaval	Unleaded	Paratransit	12 or 2+5		128,300	490	490	23'
12	650	328541	2014	New	7	2021	Ford Glaval	Unleaded	Paratransit	12 or 2+5		172,832	2,418	2,418	23'
13	653		2016	New	7	2023	Ford Starcraft	Unleaded	Paratransit	12 or 2+5		136,684	4,705	4,705	22'
14	654		2016	New	7	2023	Ford Starcraft	Unleaded	Paratransit	12 or 2+5		137,942	4,529	4,529	22'
15	655		2016	New	7	2023	Ford Starcraft	Unleaded	Paratransit	12 or 2+5		140,427	4,365	4,365	22'
5310			2023		7	2030	1 of 4 Medium sized buses								
5310			2023		7	2030	2 of 4 Medium sized buses								
5310			2023		7	2030	3 of 4 Medium sized buses								
5310			2023		7	2030	4 of 4 Medium sized buses								
Yountville Trolley															
16	404	59421	2012	New	12	2024	Hometown/Trly	Unleaded	Paratransit	27 or 22+2		158,835	503	503	31'
Calistoga Shuttle															
17	643	343559	2011	New	7	2018	El Dorado Aerolight	Unleaded	Paratransit	11 or 9+1		200,145	3,759	3,759	21'
18	644	343559	2011	New	7	2018	El Dorado Aerolight	Unleaded	Paratransit	11 or 9+1		226,274	2,029	2,029	21'
American Canyon Transit															
19	651	328541	2014	New	7	2021	Ford/Glaval	Unleaded	Paratransit	16+2		112,433	3,713	3,713	23'
20	652	328541	2014	New	7	2021	Ford/Glaval	Unleaded	Paratransit	16+2		115,954	2,911	2,911	23'
St Helena Shuttle															
39	300		2021	New	12	2033	BYD	Electric				-	-	-	30'
21	641	343559	2011	New	7	2018	El Dorado Aerolight	Unleaded	Paratransit	11 or 9+1		140,629	3,350	3,350	21'
22	642	343559	2011	New	7	2018	El Dorado Aerolight	Unleaded	Paratransit	11 or 9+1		130,670	276	276	21'
Shared Vehicles															
23	628		2004	Used	0	2011	Ford Aerotech	Unleaded	Paratransit	12 or 4+3		255,498	n/a	n/a	23'
24	632		2007	Used	0	2014	Ford Econo	Unleaded	Paratransit	12 or 4+3		206,439	n/a	n/a	23'
25	633		2007	Used	0	2014	Ford Econo	Unleaded	Paratransit	18 or 13+2		177,532	-	-	23'

